(b) In recent past, no representation has been received in this regard.

(c) Does not arise.

दिल्ली-अहमदाबाद राजधानी एक्सप्रेस

460. **श्री सुन्दर सिंह भंडारी:** क्या रेल मंत्री यह बताने की कृपा करेंगे कि:

(क) दिल्ली-जयपुर-अहमदाबाद राजधानी एक्सप्रेस को प्रारम्भ न किए जाने के क्या कारण हैं;

(ख) रेल की पटरी में किन-किन स्थलों पर खराबी की पहचान की गयी है और उनकी मरम्मत करने में कितना समय लगेगा; और

(ग) राजधानी एक्सप्रेस के डिब्बे कब तक तैयार हो जायेंगे?

रेल मंत्री (श्री राम विलास पासवान): (क) से (ग) बम विस्फोट/दुर्घटना के कारण राजधानी सेवाओं के अस्त व्यस्त होने के कारण और बाद में नई दिल्ली में गैर अन्तर्पाशन के परिणामस्वरूप दिल्ली क्षेत्र में परिचालनिक कठिनाइयों के कारण राजधानी नहीं चलाई जा सकी। नई दिल्ली में गैर अन्तर्पाशन कार्य के पूरा होने के बाद गाड़ी चलाई जाएगी।

Comparative rate of Indian Railway accidents

461. SHRI S. RAMACHANDRAN PILLAI:
SHRI NILOTPAL BASU:

Will the Minister of RAILWAYS be pleased to state:

(a) whether Indian Railways are accident prone in view of the situation arising out of age-old tracks, rolling stocks, signalling systems, unmanned railway crossing, sabotaging etc.;

(b) the comparative rate of accident in Indian Railways in world scene; and

(c) the punishments awarded to officers responsible for accidents in India vis-a-vis other countries?

THE MINISTER OF RAILWAYS (SHRI RAM VILAS PASWAN): (a) to (c) Train accidents do take place on account of these factors but it does not imply that Indian Railways are accident prone. In fact, the incidence of consequential train accidents per million train kilometers has come down from 1.5 during 1984-85 to 0.57 during 1996-97. During 1996-97, 194 persons were awarded major penalties including dismissal/removal from service/ compulsory retirement and 576 persons were awarded minor penalties.

Comparative figures of accidents and punishments awarded on other railway systems of the world are not mantained.

Thane Railway Station

462. SHRI SATISH PRADHAN: Will the Minister of RAILWAYS be pleased to state:

(a) whether his Ministry is aware that the first Railway of India had run between Mumbai and Thane; and

(b) if so, why Thane is ignored by Railways?

THE MINISTER OF RAILWAYS (SHRI RAM VILAS PASWAN): (a) Yes, Sir.

(b) Thane station is not being ignored, as additional facilities as per the passenger traffic requirements, have been developed from time to time. At present, 6 passenger platforms with covered shed connecting Foot-Over-Bridges, 30 Booking windows (including 8 for reservation) and various other passenger amenities, have been provided.

Further, two works for remodelling of the station and improvement and renovation to passenger amenities, have also been approved to provide additional passenger amenities at Thane.

Losses suffered by Railways during Haryana agitation by BKU

463. SHRI S.M. KRISHNA: Will the Minister of RAILWAYS be pleased to state:

(a) what are the details of loss of Railways' property suffered during the recent movement of BKU Activists in and around the State of Haryana;

(b) whether the Chief Minister of Haryana met him to request deploying of Railway Protection Force at the Railway Stations in Haryana if so, the reasons of declining/refusing his request; and

(c) what is the basic role the RPF is playing in the country?

THE MINISTER OF RAILWAYS (SHRI RAM VILAS PASWAN): (a) The net loss incurred by the Railways on this account is of Rs.49,23,772/-

(b) Yes, Sir. The request was not declined. The Director General/Railway Protection Force (RPF) and other senior officers were rather directed to strengthen the existing deployment of Railway Protection Force (RPF). Three companies of RPF were deployed in the affected areas.

(c) The basic role of R.P.F. is to protect and safeguard Railway property and the consignment booked by Railways for transportation.

Recommendations of the Standing Committee for floating of tenders for Railway wagons

464. SHRI LAKKHIRAM AGARWAL: Will the Minister of RAILWAYS be pleased to state:

(a) whether his Ministry has floated tenders for wagons in contravention of recommendations of Standing Committee on Railways, and

(b) if so, the reasons therefor?

THE MINISTER OF RAILWAYS (SHRI RAM VILAS PASWAN): (a) Yes, Sir.

(b) In line with Government's policy to bring transparency, increased competition and economy in its purchases, it has been decided by the Railways to procure 100% of wagon requirement from Industry through open competitive tender. Procurement through tender has resulted in lower rates and consequently savings to Railways in the past.

रेलवे स्टेशन का दर्जा बढ़ाना / नवीनीकरण

465. **श्री अजीत जोगी:**
श्री शमशेर सिंह सुरजेवाला:

क्या रेल मंत्री यह बताने की कृपा करेंगे कि:

(क) वर्ष 1995-96 के दौरान किन-किन रेलवे स्टेशनों का दर्जा बढ़ाया गया है और नवीकरण किया गया है;

(ख) उन पर स्टेशन-वार कितनी-कितनी धनराशि खर्च की गयी है;

(ग) वर्ष 1997-98 के दौरान किन-किन रेलवे स्टेशनों का नवीकरण किया जायेगा और इस उद्देश्य हेतु कितनी धनराशि निर्धारित की गयी है; और

(घ) उन स्टेशनों का ब्यौरा क्या है जिनमें 30 जून, 1997 तक वास्तव में काम शुरू हो गया था और उन पर कितनी धनराशि खर्च की गयी थी?

रेल मंत्री (श्री राम विलास पासवान): (क) और (ख) सभी भारतीय रेलों पर विभिन्न श्रेणी के 7000 से अधिक रेलवे स्टेशन हैं। रेलवे स्टेशनों का उन्नयन / नवीकरण / आधुनिकीकरण करना एक सतत प्रक्रिया है और जहां कहीं आवश्यकता होती है हालत के आधार पर यह कार्य प्रतिवर्ष किया जाता है। स्टेशन-वार खर्च का हिसाब नहीं रखा जाता है। 1995-96 के दौरान विभिन्न स्टेशनों पर यात्री सुविधाओं की व्यवस्था करने पर 87.98 करोड़ रुपये खर्च हुए।

(ग) और (घ) विभिन्न रेलवे स्टेशनों पर आधुनिकीकरण के प्रमुख कार्य के संबंध में सूचना निर्माण, मशीनरी और चल स्टाक कार्यक्रम-भाग II में शामिल की गयी है, जिसे रेलवे बजट के दस्तावेजों के